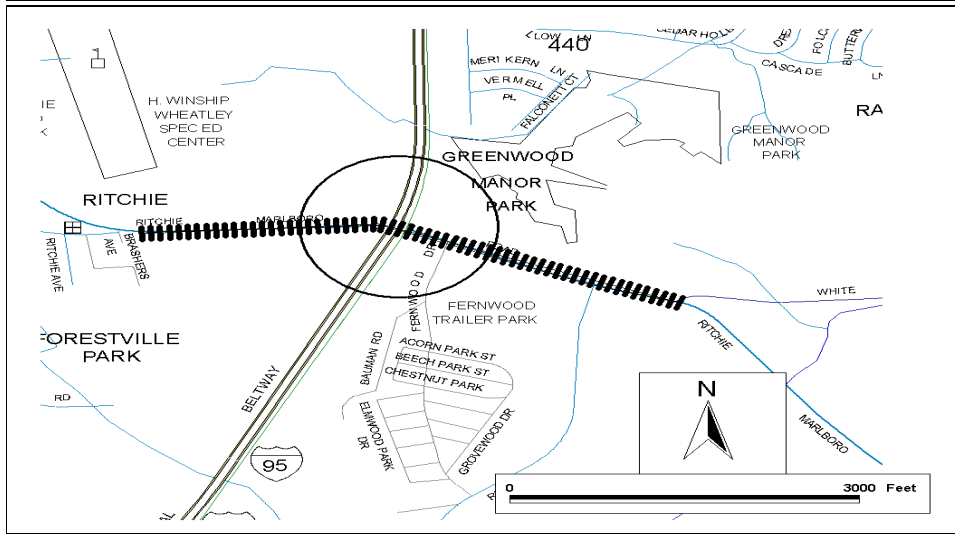


Prince George's

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Constructed a new interchange at I-95/I-495 (Capital Beltway) and Ritchie Marlboro Road. Sidewalks are included. Wide curb lanes accommodate bicycles.

JUSTIFICATION: This interchange relieved capacity problems at the I-95/I-495 interchanges with MD 214 and MD 4 and improved access to planned economic development in the area.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
I-95/I-495, Interchange at Arena Drive (Line 16)

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service. Prince George's County participated in the cost of Engineering and funded construction improvements on connecting County roads. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$3.5 million is due to the addition of pavement work on I-95.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	907	907	0	0	0	0	0	0	0	0
Engineering	2,085	2,085	0	0	0	0	0	0	0	0
Right-of-way	7,656	6,533	1,123	0	0	0	0	0	1,123	0
Construction	17,051	16,754	297	0	0	0	0	0	297	0
Total	27,699	26,279	1,420	0	0	0	0	0	1,420	0
Federal-Aid	17,569	16,489	1,080	0	0	0	0	0	1,080	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

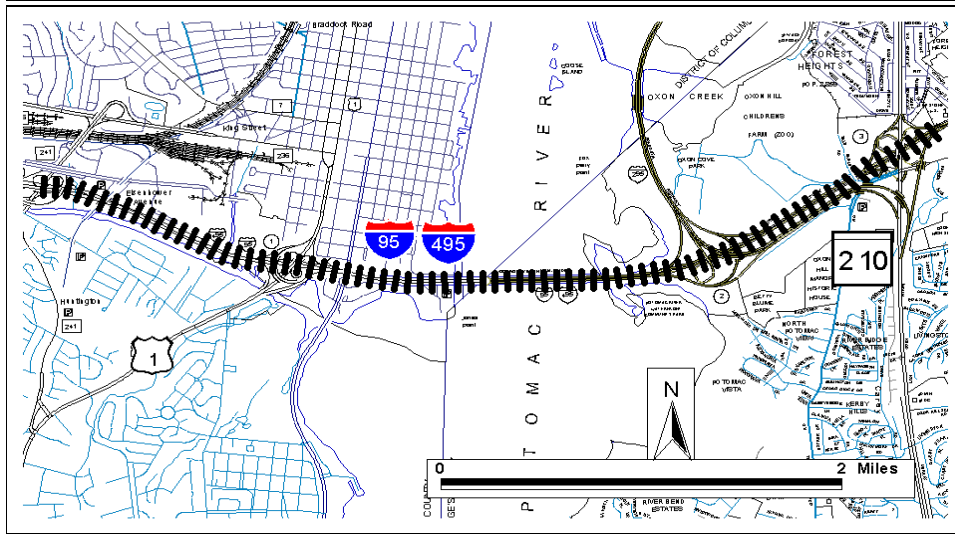
CURRENT (2002) - 181,125

PROJECTED (2025) - 231,400

OPERATING COST IMPACT \$3,500 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 2

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-95/I-495 Woodrow Wilson Bridge Improvement

DESCRIPTION: Joint project with VDOT, DCDPW and FHWA to develop a replacement facility to address congestion and operational problems associated with the existing Woodrow Wilson Bridge. The limits of the project are from Telegraph Rd. in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility will be included in this project.

JUSTIFICATION: The bridge is nearing the end of its structural life and is currently operating with traffic volumes significantly higher than its design capacity.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-295/I-495, National Harbor Access (Line 3)
I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
MD 210, MD 228 to Capital Beltway (Line 21)

STATUS: Engineering, Right-of-way and Construction underway. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$171.2 million is due to updating the project based on the revised financial plan.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	97043	59149	45926	0	0	WWB

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	104,576	67,405	10,324	10,874	10,852	1,707	1,707	1,707	37,171	0
Right-of-way	4,387	3,326	654	407	0	0	0	0	1,061	0
Construction	1,181,201	260,482	139,503	162,564	212,083	182,533	157,926	28,204	882,813	37,906
Total	1,290,164	331,213	150,481	173,845	222,935	184,240	159,633	29,911	921,045	37,906
Federal-Aid	1,174,126	300,740	142,126	163,528	203,168	167,195	144,481	22,563	843,061	30,325

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

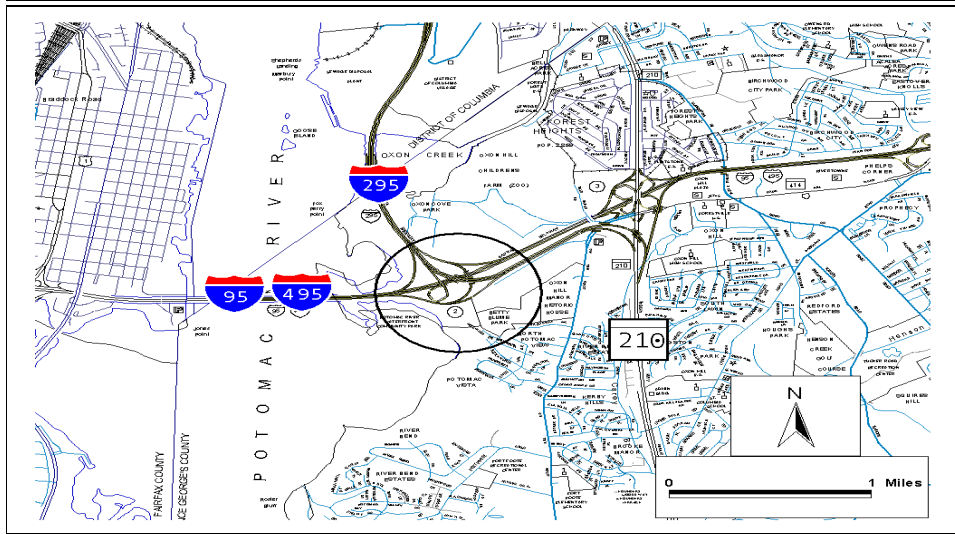
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 202,675

PROJECTED (2025) - 293,500

OPERATING COST IMPACT \$700,000 per year



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

JUSTIFICATION: This project supports the National Harbor project, which is a major economic development opportunity in Prince George's County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Woodrow Wilson Bridge Improvements (Line 2)
 I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 210, MD 228 to Capital Beltway (Line 21)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,350	0	450	1,600	1,300	0	0	0	0	3,350	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	50,350	1,732	20,607	13,652	11,559	2,800	0	0	0	48,618	0
Total	53,700	1,732	21,057	15,252	12,859	2,800	0	0	0	51,968	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

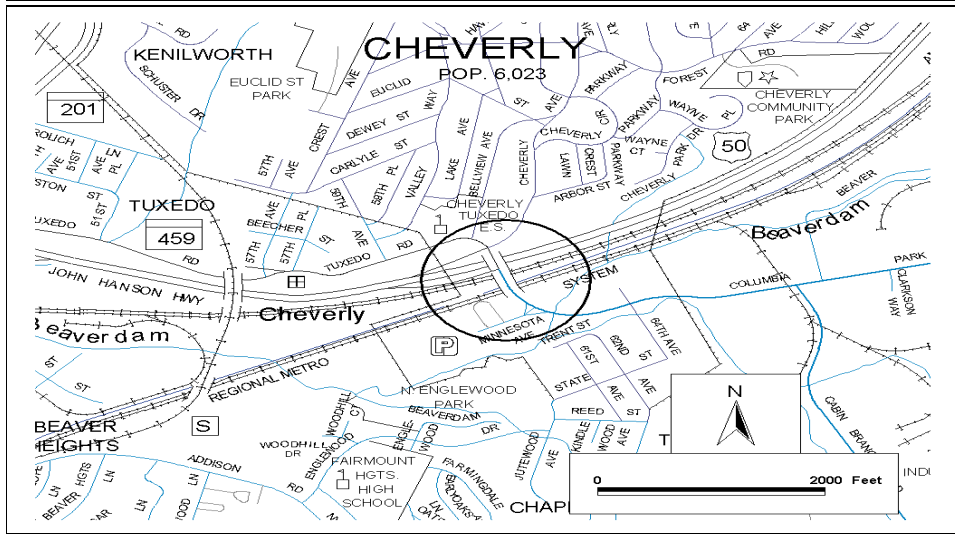
CURRENT (2002) - 202,675

PROJECTED (2025) - 293,500

OPERATING COST IMPACT \$3,900 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 4

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Constructed a ramp from northbound Columbia Park Road to eastbound US 50. This added a movement not available at the existing US 50/Columbia Park Road interchange. Sidewalks were where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project improved traffic operations and increased accessibility to employment areas in the vicinity of the US 50/Columbia Park Road Interchange.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service. This project included Prince George's County funding for replacement of a County bridge. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER		PROJECT CASH FLOW							
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	580	580	0	0	2006	2007	2008	2009	0	0	0
Engineering	359	359	0	0	0	0	0	0	0	0	0
Right-of-way	659	539	120	0	0	0	0	0	120	0	0
Construction	6,131	4,763	1,368	0	0	0	0	0	1,368	0	0
Total	7,729	6,241	1,488	0	0	0	0	0	1,488	0	0
Federal-Aid	6,022	4,849	1,173	0	0	0	0	0	1,173	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

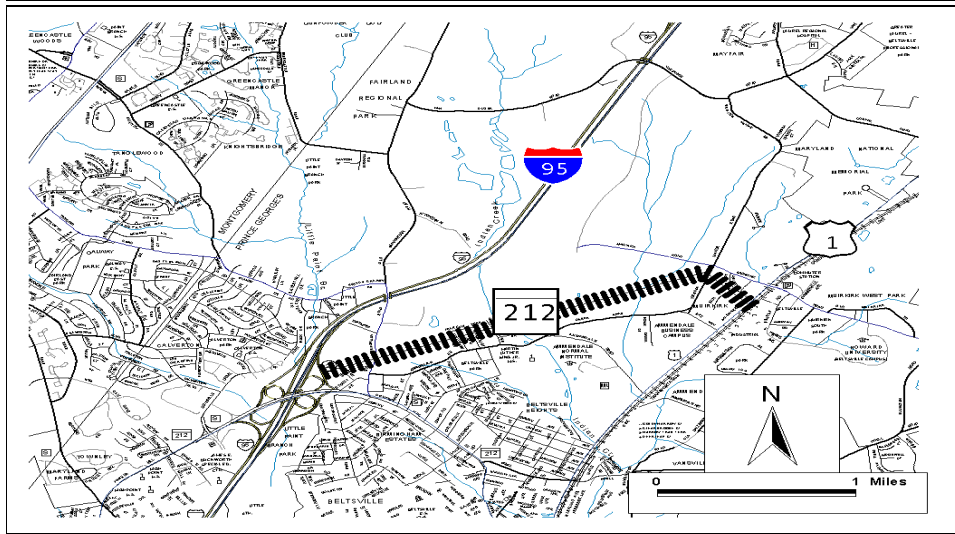
CURRENT (2002) - 80,900

PROJECTED (2025) - 116,900

OPERATING COST IMPACT \$1,200 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 5

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 212 Relocated

DESCRIPTION: Prince George's County will construct a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.00 miles). When completed this road will become MD 212. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve the projected traffic congestion generated by proposed development and enhance safety within the limits of the project.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)
US 1, College Avenue to Sunnyside Avenue (Line 29)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction by Prince George's County underway. The cost shown is SHA's share only. This project is dependent upon a road transfer of existing MD 212 to the County.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Reimbursement to the County was delayed from FY03 to FY04 due to redevelopment of engineering plans.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW								
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2006.....	.....2007.....	.....2008.....	.....2009.....	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0
Engineering	107	107	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	6,893	0	523	4,184	2,186	0	0	0	0
Total	7,000	107	523	4,184	2,186	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

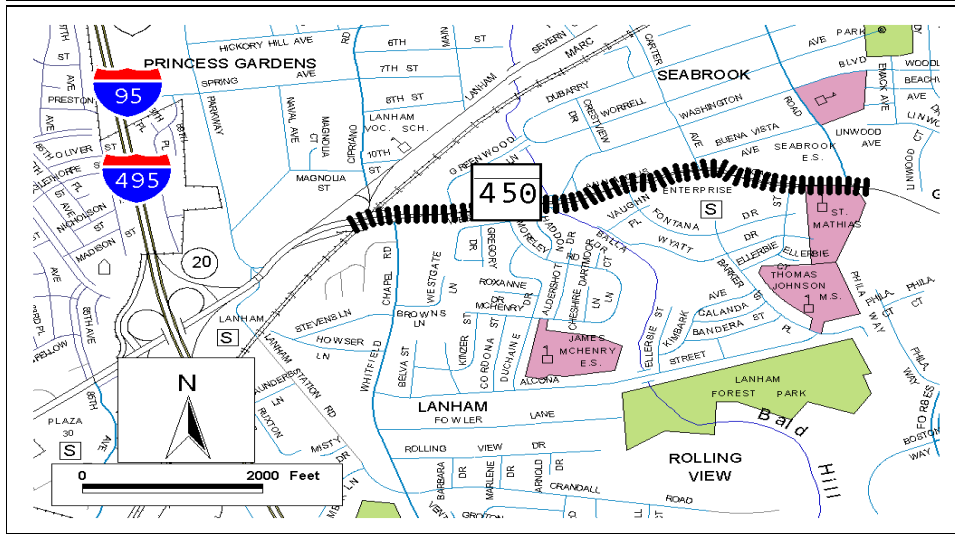
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 31,200

PROJECTED (2025) - 49,200

OPERATING COST IMPACT \$10,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from east of Whitfield Chapel Road to Seabrook Road (0.95 miles). Sidewalks will be included where appropriate. Wide outside lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate high volumes of traffic. This improvement will provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, MD 193 to Stoneybrook Drive (Line 7)
 MD 450, Stonybrook Drive to west of MD 3 (Line 28)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$3.5 million is due to a favorable bid price.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2010		
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	1,073	1,073	0	0	0	0	0	0	0	0	0
Right-of-way	5,281	2,591	2,690	0	0	0	0	0	0	2,690	0
Construction	8,224	633	3,764	3,827	0	0	0	0	0	7,591	0
Total	15,912	5,631	6,454	3,827	0	0	0	0	0	10,281	0
Federal-Aid	10,498	2,216	5,188	3,094	0	0	0	0	0	8,282	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

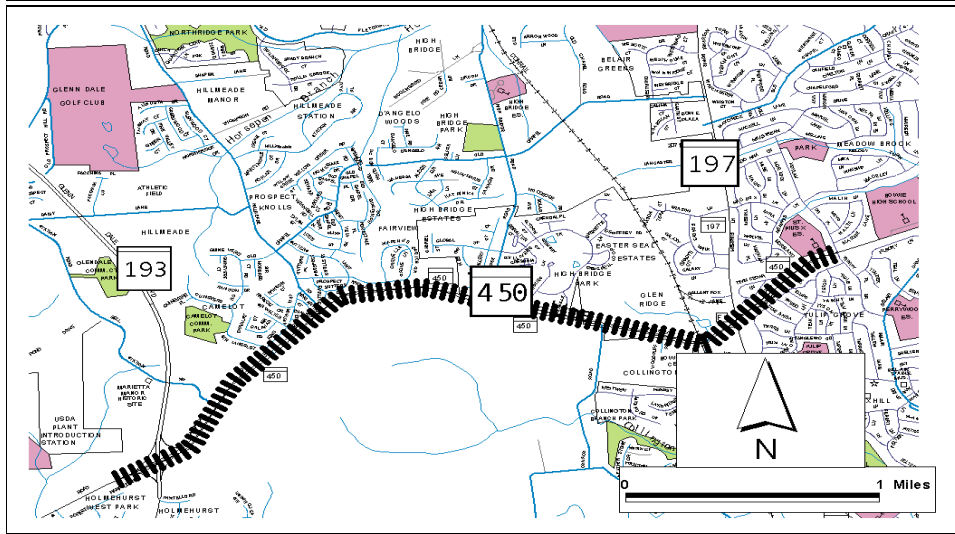
CURRENT (2002) - 26,700

PROJECTED (2025) - 39,800

OPERATING COST IMPACT \$5,000 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 7

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen MD 450 to a multi-lane divided highway from MD 193 to Stonybrook Drive (5.80 miles). Sidewalks/hiker/biker facility will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The improvements are needed to accommodate high volumes of traffic and to improve safety. The existing roadway has narrow shoulders and poor sight distance. The area surrounding MD 450 is a high growth area in Prince George's County.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 450, Whitfield Chapel Road to Seabrook Road (Line 6)
MD 450, Stonybrook Drive to west of MD 3 (Line 28)

STATUS: Construction underway. Construction for the segment from MD 193 to Bell Station Road is being funded by a developer. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$1.2 million is due to reduced utility needs.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10	10	0	0	0	0	0	0	0	0	0
Right-of-way	10,251	3,523	6,678	50	0	0	0	0	0	6,728	0
Construction	25,275	5,579	10,403	9,293	0	0	0	0	0	19,696	0
Total	35,536	9,112	17,081	9,343	0	0	0	0	0	26,424	0
Federal-Aid	25,656	9,169	9,350	7,137	0	0	0	0	0	16,487	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

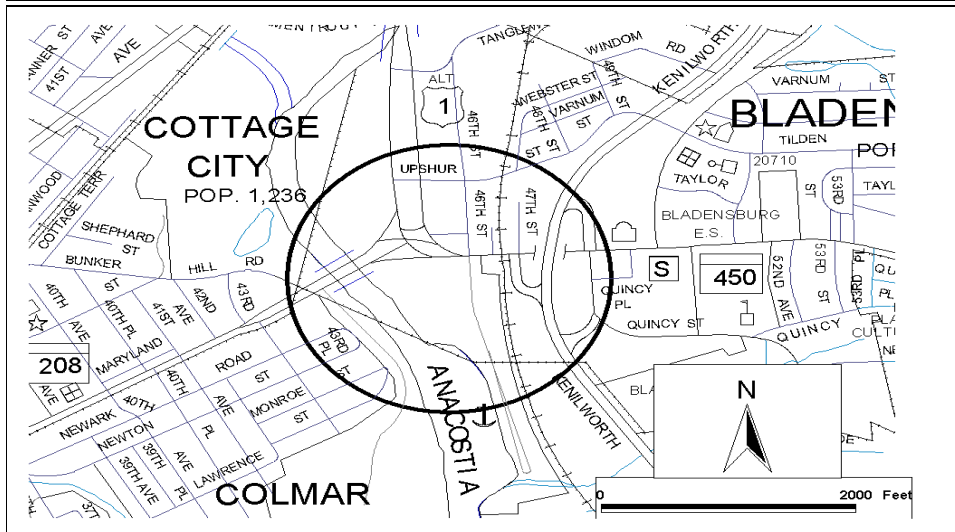
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 24,150

PROJECTED (2025) - 46,250

OPERATING COST IMPACT \$2,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross.

JUSTIFICATION: This project will improve safety and relieve major traffic backups that occur at this railroad crossing and adjacent intersections.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	41093	0	0	0	0	STP

STATUS: Right-of-way underway. Construction to begin during budget fiscal year, if scope and funding issues are resolved. Up to \$10.0 million in additional funding may be needed to complete Construction.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$3.6 million is due to increased utility relocation costs. The delay from FY04 to FY05 is due to resolving the project scope and funding issues.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	561	561	0	0	0	0	0	0	0	0	
Engineering	2,846	2,146	700	0	0	0	0	0	700	0	
Right-of-way	4,841	573	3,700	568	0	0	0	0	4,268	0	
Construction	47,999	0	0	8,777	12,768	12,768	10,944	2,743	47,999	0	
Total	56,247	3,280	4,400	9,345	12,768	12,768	10,944	2,743	52,967	0	
Federal-Aid	46,668	1,895	2,534	7,723	11,236	11,236	9,631	2,414	44,773	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

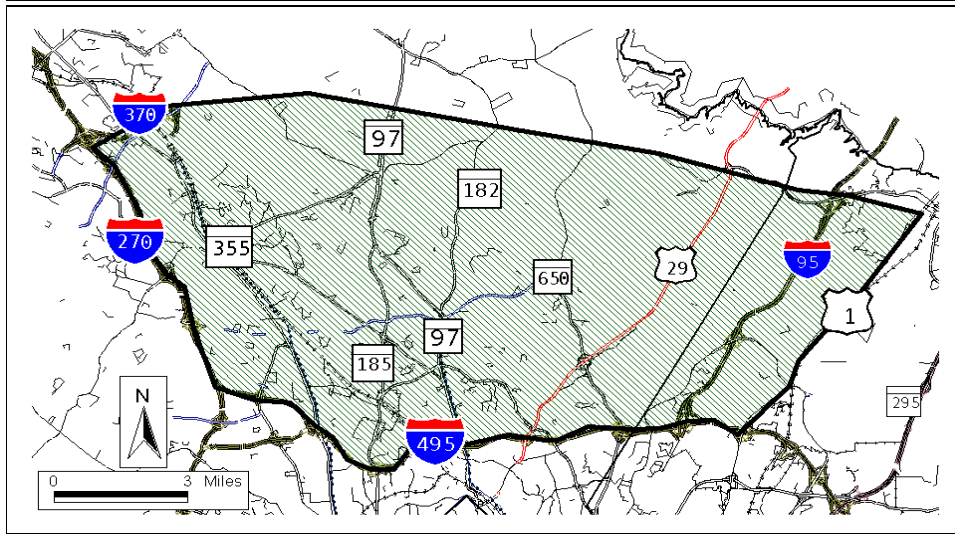
CURRENT (2002) - 54,525

PROJECTED (2025) - 85,250

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 9

SECONDARY CONSTRUCTION PROGRAM



PROJECT: East-West Intersection Improvement Program

DESCRIPTION: Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access included where appropriate.

JUSTIFICATION: This series of minor project improvements will provide relief to traffic congestion and improve east/west travel between I-270 and US 1 in Montgomery and Prince George's counties.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 24)
 MD 28/MD 198, MD 97 to I-95 (Line 25)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)
 I-270, East & West Spur Interchanges (Montgomery County - Lines 1,2)
 US 29, Interchanges (Montgomery County - Lines 5,6,7,14,15)
 MD 115, MD 28 to MD 124 (Montgomery County - Line 9)

STATUS: Engineering, Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009		
Planning	999	999	0	0	0	0	0	0	0	0
Engineering	13,009	12,863	146	0	0	0	0	0	146	0
Right-of-way	15,205	2,704	10,636	1,624	241	0	0	0	12,501	0
Construction	48,484	17,306	9,991	15,767	5,196	224	0	0	31,178	0
Total	77,697	33,872	20,773	17,391	5,437	224	0	0	43,825	0
Federal-Aid	51,398	17,731	15,932	13,590	3,983	162	0	0	33,668	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

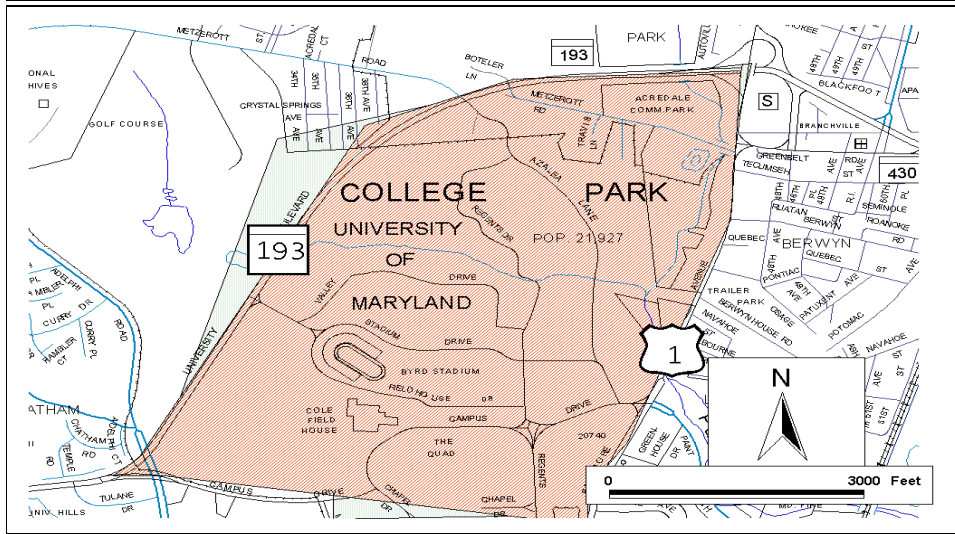
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT N/A



PROJECT: University of Maryland Arena Access Improvements

DESCRIPTION: Infrastructure improvements and other preliminary work including construction of an access road, widening and other improvements to existing roads, additional surface parking lots and sidewalks, relocation of utilities and various structures, and other related inspection testing and design funds necessary to serve the new University of Maryland Arena. Bicycles are accommodated on MD 193 shoulders, local roadways and trails.

JUSTIFICATION: This project improved traffic operations and enhanced safety at and around the University of Maryland at College Park and serves the new arena.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, University of Maryland Connector Road (line 15)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)
 US 1, College Avenue to Sunnyside Avenue (Line 29)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	21	18	3	0	0	0	0	0	3	0
Construction	19,571	19,571	0	0	0	0	0	0	0	0
Total	19,592	19,589	3	0	0	0	0	0	3	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

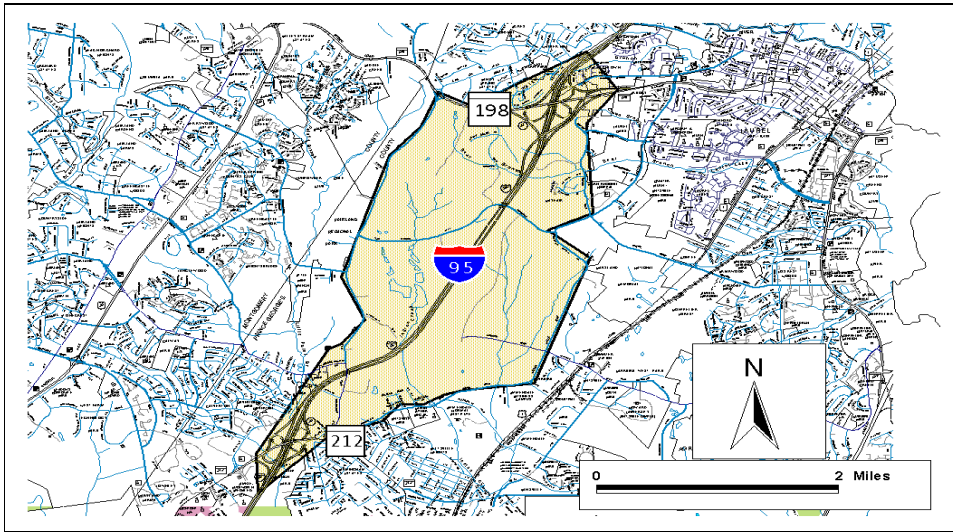
STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 56,000

PROJECTED (2025) - 68,200

OPERATING COST IMPACT N/A

**PROJECT:** I-95

DESCRIPTION: Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated. Bicycle and pedestrian access will be provided on Contee Road.

JUSTIFICATION: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for proposed development east and west of I-95.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Line 9)

InterCounty Connector (Line 24)

MD 28/MD 198, MD 97 to I-97 (Line 25)

MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)

STATUS: Project Planning underway and partial Engineering to begin during current fiscal year. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$13.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	3000	0	0	0	0	IM
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2009		
Planning	2,050	1,244	750	56	0	0	0	0	0	806	0
Engineering	4,285	0	250	1,500	1,250	1,285	0	0	0	4,285	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,335	1,244	1,000	1,556	1,250	1,285	0	0	0	5,091	0
Federal-Aid	4,434	871	700	1,089	875	899	0	0	0	3,563	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

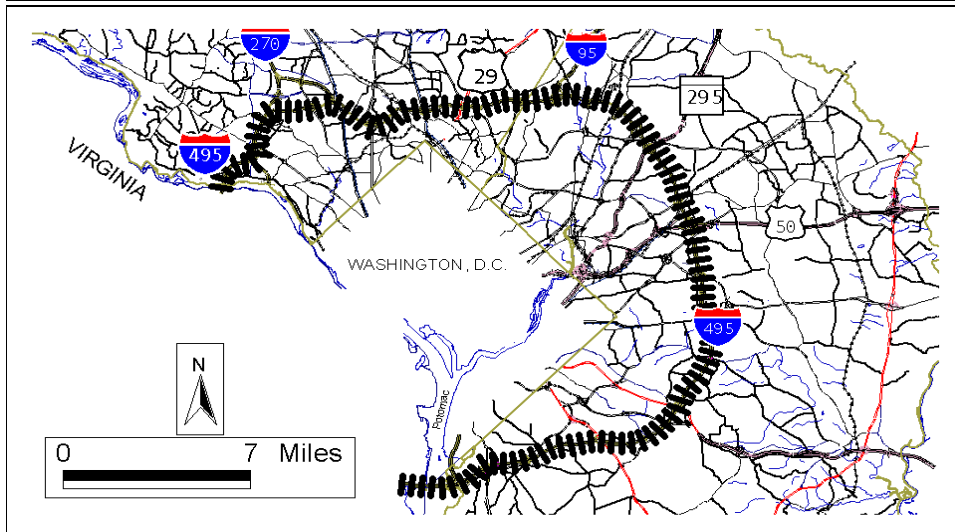
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 176,825

PROJECTED (2025) - 228,600

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 12
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: I-495/I-95, Capital Beltway

DESCRIPTION: Study to determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.20 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Ritchie Marlboro Road (Line 1)
 I-95/I-495, Woodrow Wilson Bridge (Line 2)
 I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program - Line 29)
 MD 4, MD 223 to I-95/I-495 (Line 18)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)
 Bi-County Transit Way (MTA Program)

STATUS: Partial Project Planning underway. An additional \$5.5 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2009		
Planning	6,225	5,217	1,008	0	0	0	0	0	0	1,008	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,225	5,217	1,008	0	0	0	0	0	0	1,008	0
Federal-Aid	4,357	3,652	706	0	0	0	0	0	0	706	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

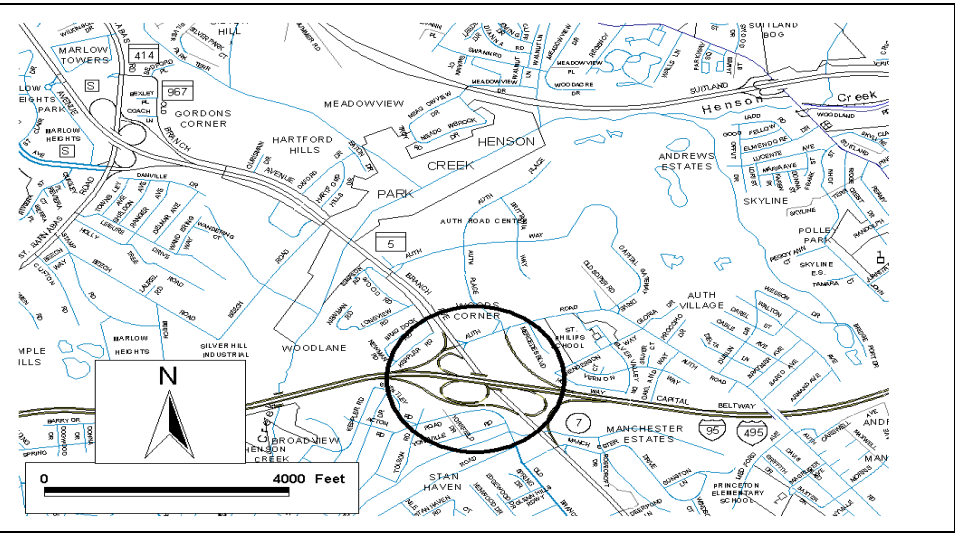
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 222,650

PROJECTED (2025) - 302,200

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this study is to develop a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. Partial Right-of-way to begin during current fiscal year. An additional \$3.5 million is needed to complete Engineering, and an additional \$10.8 is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$4.7 million to Right-of-way.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2006.....	.....2007.....	.....2008.....	.....2009.....	
Planning	777	777	0	0	0	0	0	0	0
Engineering	4,953	799	2,594	1,560	0	0	0	0	4,154
Right-of-way	4,700	0	50	2,250	2,000	400	0	0	4,700
Construction	0	0	0	0	0	0	0	0	0
Total	10,430	1,576	2,644	3,810	2,000	400	0	0	8,854
Federal-Aid	3,467	559	1,816	1,092	0	0	0	0	2,908

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

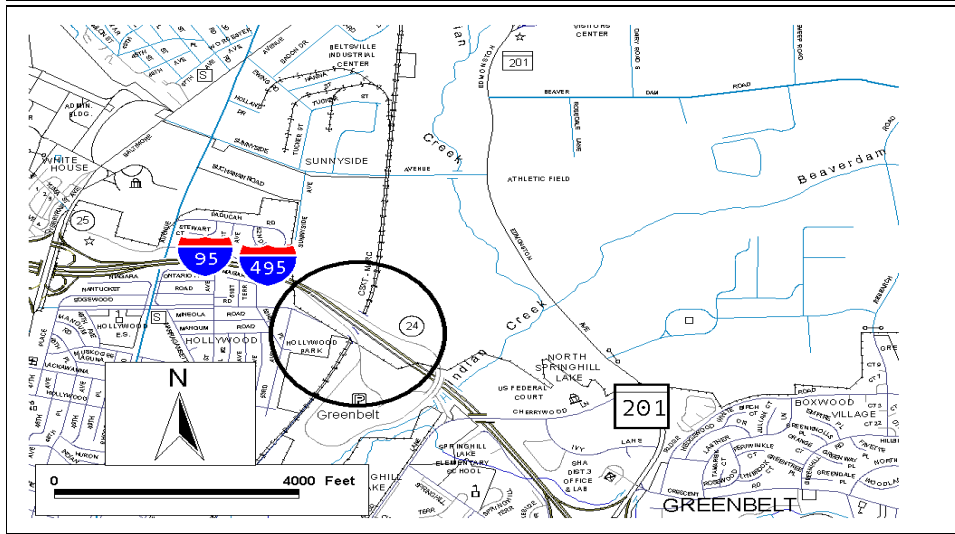
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 142,825 (MD 5)

PROJECTED (2025) - 216,200 (MD 5)

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 12)

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Engineering to begin during current fiscal year. An additional \$0.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	1,200	724	350	126	0	0	0	0	476	0
Engineering	6,471	0	300	2,057	2,057	2,057	0	0	6,471	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,671	724	650	2,183	2,057	2,057	0	0	6,947	0
Federal-Aid	840	507	245	88	0	0	0	0	333	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

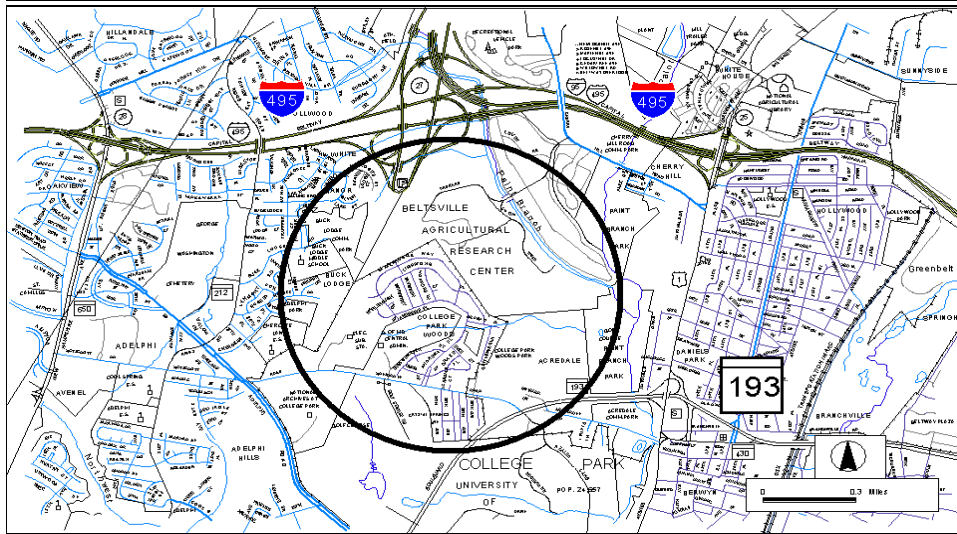
CURRENT (2002) - 240,725

PROJECTED (2025) - 297,500

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 15

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-95/I-495, University of Maryland Connector Road

DESCRIPTION: Study to provide improved access between the I-95/I-495 interchange and the University of Maryland campus in College Park.

JUSTIFICATION: This project would provide an alternative means of access to the University of Maryland, College Park campus, thus enabling commuters to avoid congestion on area roadways.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

University of MD Arena Access Improvements (Line 10)
US 1, College Ave. to Sunnyside Ave. (Line 29)

STATUS: Project Planning to begin during the current fiscal year. MDOT will be coordinating the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2010		
Planning	1,000	35	435	530	0	0	0	0	0	965	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	35	435	530	0	0	0	0	0	965	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

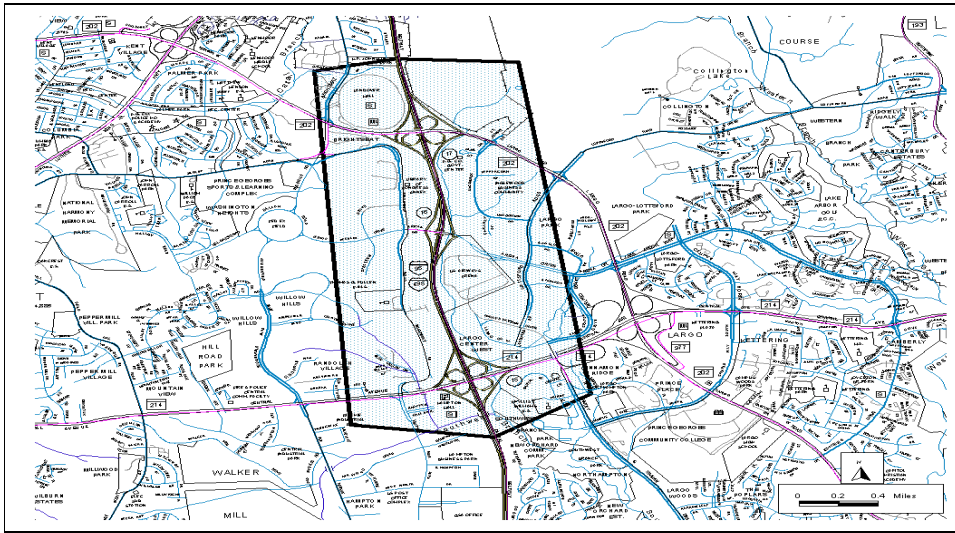
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - N/A

PROJECTED (2025) - TBD

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study of operational and safety issues along I-95/I-495 from MD 214 to MD 202 including potential conversion of the I-95/I-495 interchange at Arena Drive from a part-time interchange to a full-time interchange to handle the existing and proposed growth in the vicinity of the former U.S. Air Arena, FedEx Field and the proposed Largo Town Center Metro Station.

JUSTIFICATION: This interchange would improve access to existing and proposed development in the area and relieve safety concerns at the I-95/I-495 interchanges at MD 202 and MD 214.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Ritchie Marlboro Road (Line 1)

I-95/I-495, Corridor Transportation Study, Amer. Legion Bridge to Woodrow Wilson Bridge (Line 12)

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2005	2006	2007	2008	2009		
			2004	2005							
Planning	1,942	126	700	728	388	0	0	0	0	1,816	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,942	126	700	728	388	0	0	0	0	1,816	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

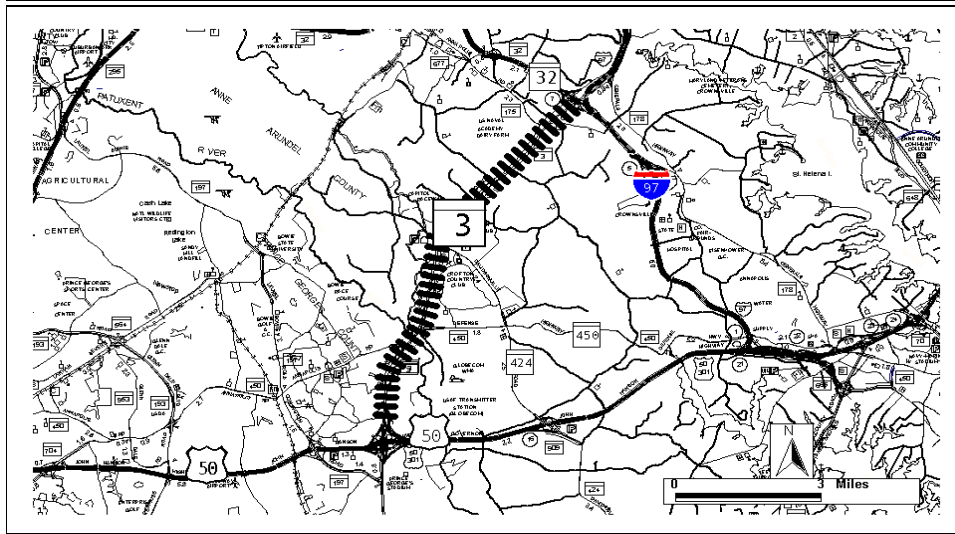
CURRENT (2002) - 189,100

PROJECTED (2025) - 219,600

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 17

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 22)
 US 301, North of Mount Oak Road to US 50 (Line 23)
 MD 450, Stonybrook Drive to west of MD 3 (Line 28)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,532	1,196	976	360	0	0	0	0	1,336	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,532	1,196	976	360	0	0	0	0	1,336	0
Federal-Aid	1,772	837	683	252	0	0	0	0	935	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

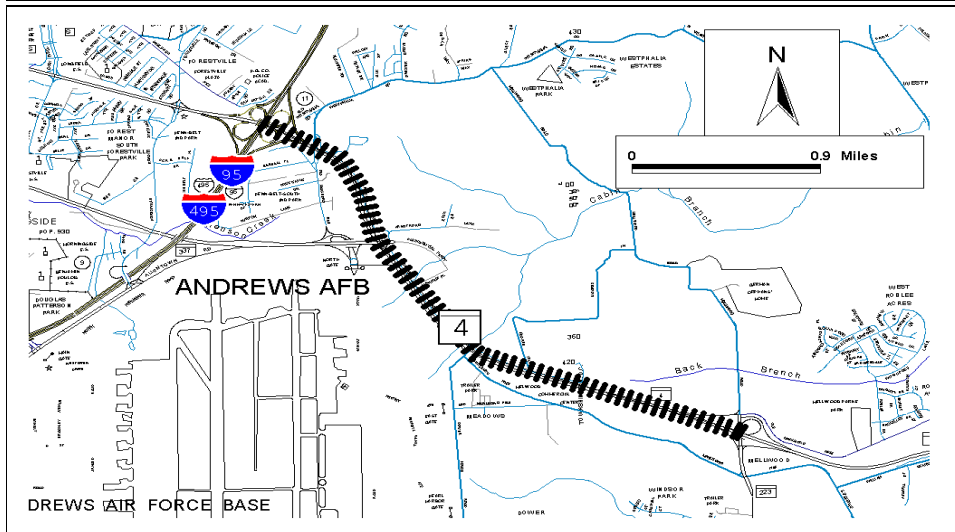
CURRENT (2002) - 67,100

PROJECTED (2025) - 105,400

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 18

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Study to upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will worsen with projected development in the immediate area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 12)

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering to begin during the current fiscal year. An additional \$16.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$2.0 million to Engineering to begin design of the MD 4/Suitland Parkway Interchange.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2009		
Planning	1,614	1,614	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	500	900	600	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,614	1,614	500	900	600	0	0	0	0	2,000	0
Federal-Aid	1,130	1,130	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

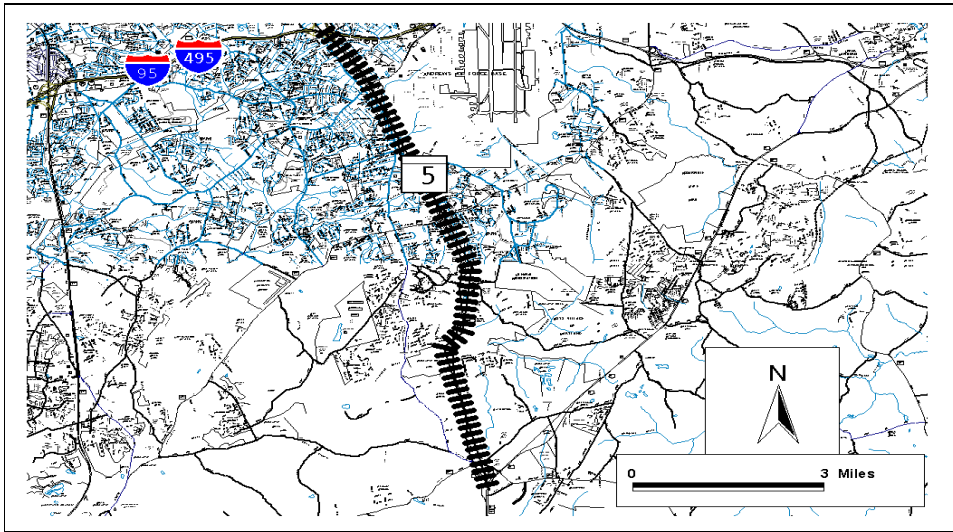
CURRENT (2002) - 70,375

PROJECTED (2025) - 106,250

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 19

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade access controls and widen existing MD 5 to a 6 lane expressway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Ave. Metro Station Access Study (Line 13)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 20)
 US 301, South Corridor Transportation Study (Line 22)
 Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2010		
Planning	322	322	0	0	0	0	0	0	0	0	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0	0
Right-of-way	8,374	8,374	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,415	10,415	0	0	0	0	0	0	0	0	0
Federal-Aid	6,532	6,532	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

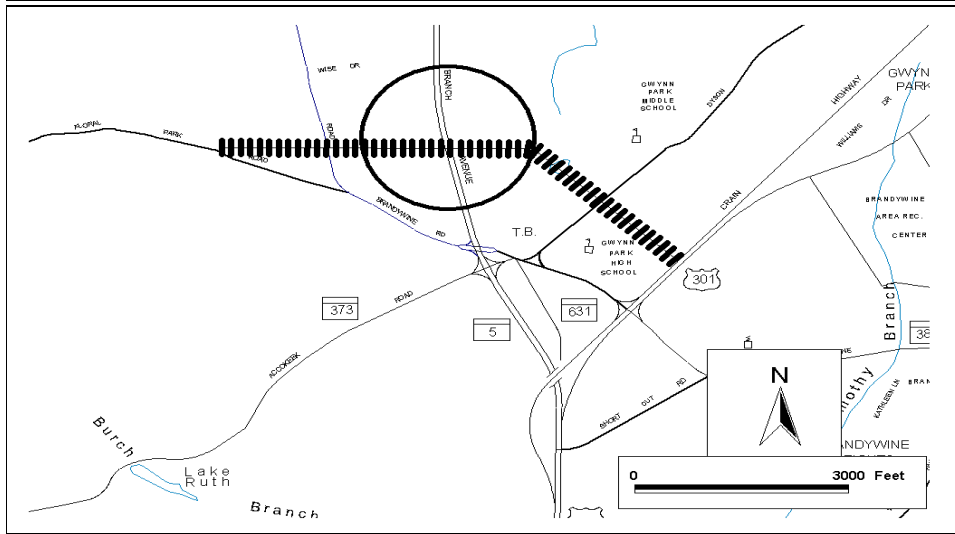
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 91,775

PROJECTED (2025) - 150,000

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will worsen as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)
 US 301, South Corridor Transportation Study (Line 22)
 Southern Maryland Mass Transportation Analysis (MTA)
 Intermodal Projects Implementation Program (TSO)

STATUS: Engineering on hold pending progress on connecting adjacent development roadways.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	568	568	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	568	568	0	0	0	0	0	0	0	0	0
Federal-Aid	398	398	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

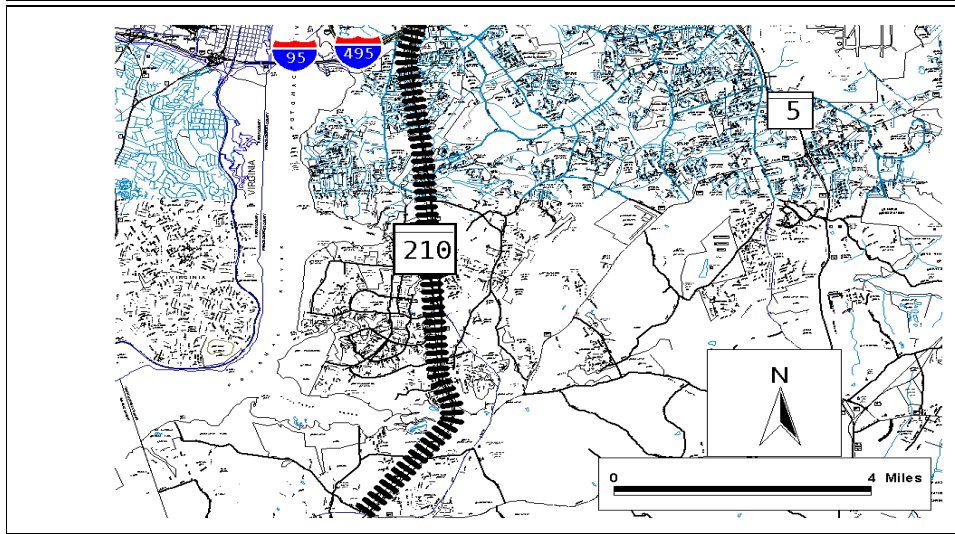
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 83,075

PROJECTED (2025) - 174,575

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge (Line 2)
 I-295/I-495, National Harbor Access (Line 3)
 I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 12)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	2,800	2,383	350	67	0	0	0	0	417	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,800	2,383	350	67	0	0	0	0	417	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

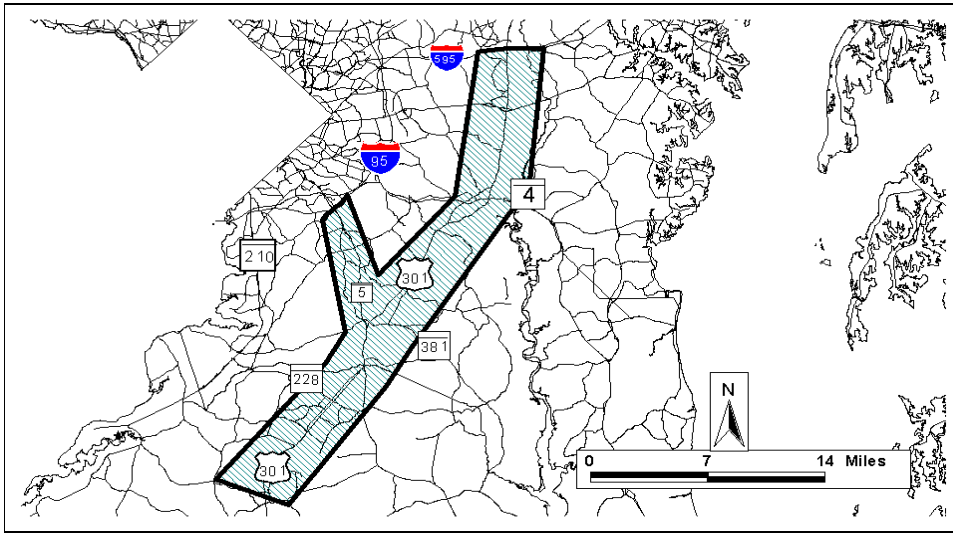
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 72,535

PROJECTED (2025) - 114,850

OPERATING COST IMPACT N/A



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from south of LaPlata to US 301/US 50 interchange in Bowie and to Branch Avenue Metro Station. Includes preparing appropriate environmental approvals for recommended alternates. Study being coordinated with other studies to identify short/long range transit alternatives. Bicycle and pedestrian access will be included in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and related environmental and growth management issues.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning underway. An additional \$1.6 million is needed to complete Planning. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$13.8 million is due to a legal settlement on properties required for the project and additional protective Right-of-way funds.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009		
Planning	10,164	9,498	333	333	0	0	0	0	666	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	47,550	18,087	3,310	8,275	8,275	5,000	2,302	2,301	29,463	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	57,714	27,585	3,643	8,608	8,275	5,000	2,302	2,301	30,129	0
Federal-Aid	7,115	6,649	233	233	0	0	0	0	466	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

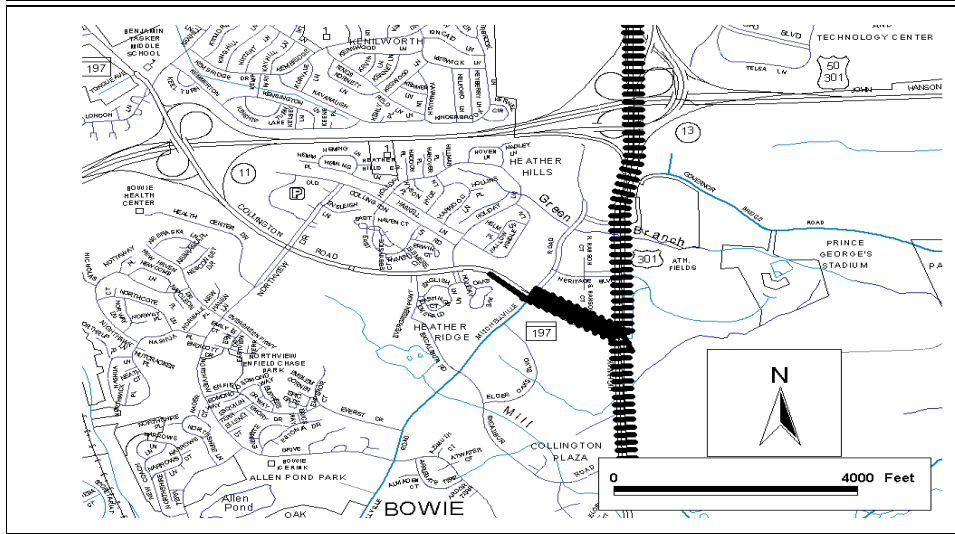
CURRENT (2002) - 83,000

PROJECTED (2025) - 149,925

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 23

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.00 miles), and MD 197 from US 301 to Mitchellville Road (0.30 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 3, US 50 to MD 32 (Line 17)
US 301, South Corridor Transportation Study (Line 22)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				
					.....2006.....	.....2007.....	.....2008.....	.....2009.....	
Planning	1,617	1,325	292	0	0	0	0	0	292
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	1,617	1,325	292	0	0	0	0	0	292
Federal-Aid	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

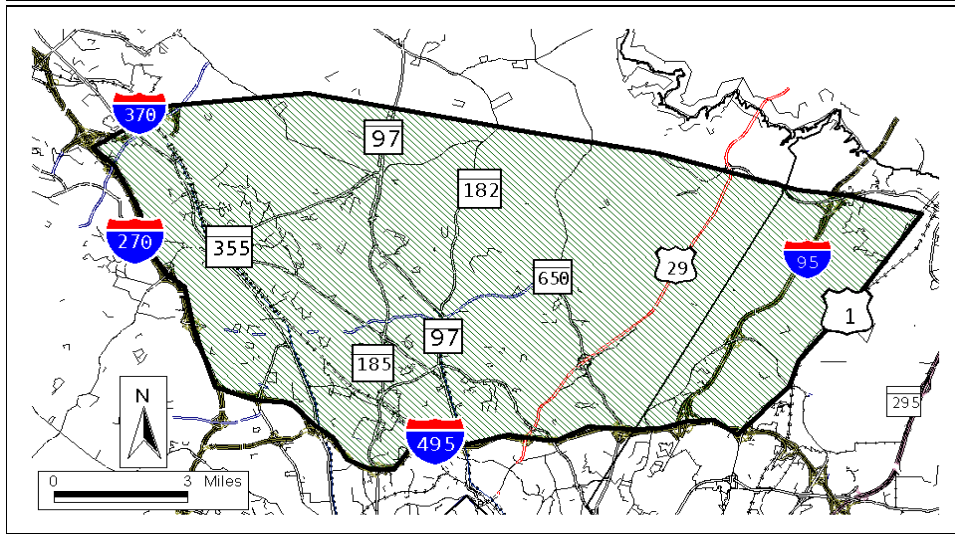
CURRENT (2002) - 66,825

PROJECTED (2025) - 107,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 24

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: InterCounty Connector

DESCRIPTION: Study to construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East-West Intersection Improvement Program (Line 9)
 I-95/Contee Road Interchange (Line 11)
 MD 28/MD 198, MD97 to I-95 (Line 25)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 26)
 US 29 Interchanges (Montgomery County - Lines 5,6,7,14,15)

STATUS: Planning underway. \$65.3 million PP and \$51.1 million R/W in FY 04/05 is anticipated to be funded in MdTA's program. A concept funding plan to complete the project has been developed that will be refined during the upcoming year. Amount shown is in accordance with that concept plan.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2009		
Planning	21,100	1,376	19,724	0	0	0	0	0	0	19,724	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	21,100	1,376	19,724	0	0	0	0	0	0	19,724	0
Federal-Aid	7,800	1,073	6,727	0	0	0	0	0	0	6,727	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

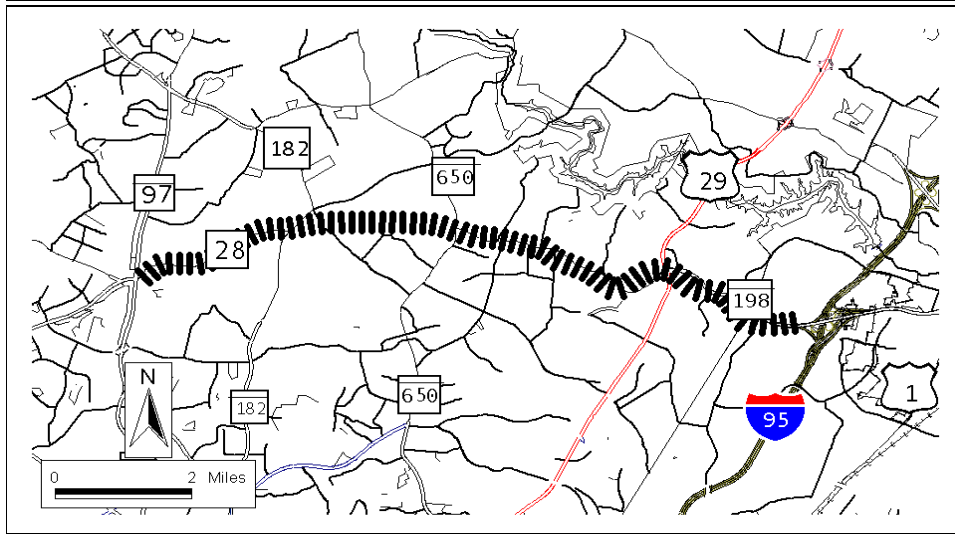
CURRENT (2002) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 25

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes will be included to accommodate bicycles.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 Corridor between MD 97 and the US 29/I-95 Corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East-West Intersection Improvement Program (Line 9)
 I-95/Contee Road Interchange (Line 11)
 InterCounty Connector (Line 24)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 26)
 US 29 Interchanges (Montgomery County - Lines 5,6,7,14,15)
 MD 97/MD 28 Interchange (Montgomery County - Line 19)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$1.2 million is due to an increase in wetland impacts, additional sidewalks, and an advanced Right-of-way purchase for WSSC property.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....	
Planning	3,118	1,877	932	309	0	0	0	0	1,241
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	110	0	110	0	0	0	0	0	110
Construction	0	0	0	0	0	0	0	0	0
Total	3,228	1,877	1,042	309	0	0	0	0	1,351
Federal-Aid	2,183	1,314	652	216	0	0	0	0	869

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

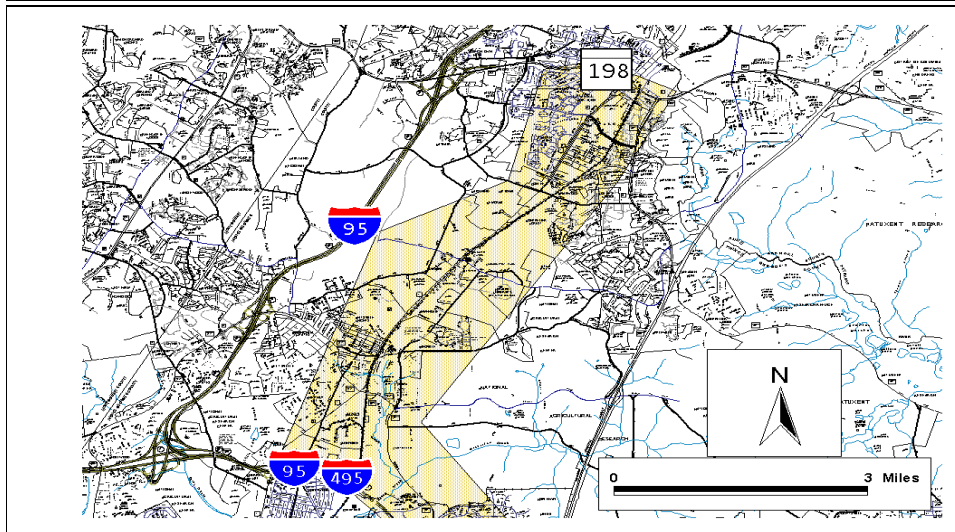
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 16,300 - 32,000 (MD 28)
17,300 - 64,500 (MD 198)

PROJECTED (2025) - 27,400 - 62,400 (MD 28)
22,000 - 73,800 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 201 Extended (Kenilworth Avenue)/US 1

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project. Includes study to construct an interchange at MD 212 (Powder Mill Road).

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Line 5)
 East/West Intersection Improvement Program (Line 9)
 InterCounty Connector (Line 24)
 MD 28/MD 198, MD 97 to I-95 (Line 25)
 US 1, College Avenue to Sunnyside Avenue (Line 29)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009	2010		
Planning	4,494	4,444	50	0	0	0	0	0	0	50	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,494	4,444	50	0	0	0	0	0	0	50	0
Federal-Aid	3,111	3,111	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

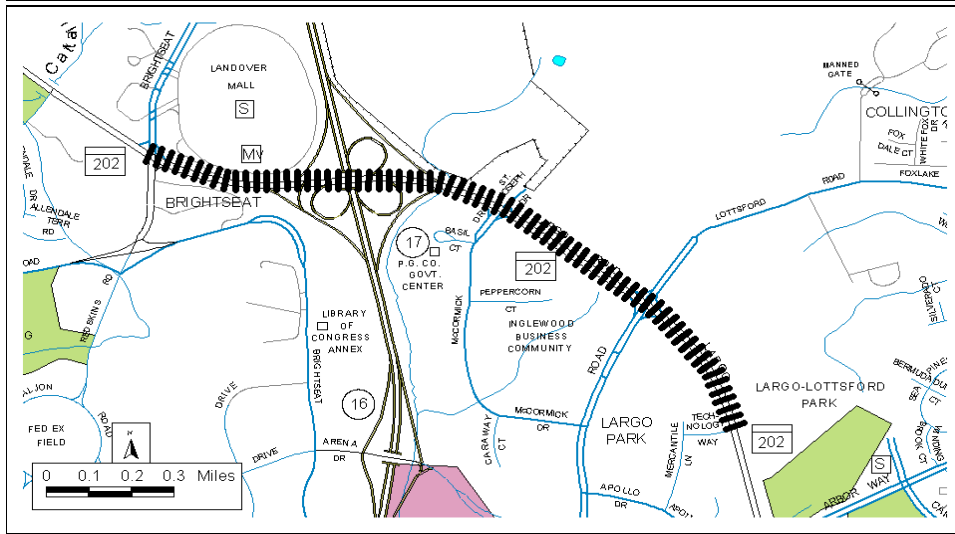
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 35,750

PROJECTED (2025) - 76,500

OPERATING COST IMPACT N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve intersections along the MD 202 corridor between Brightseat Road and Technology Way. These improvements will provide enhanced access to the Largo Town Center Metro Station. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Largo Town Center Metro Station scheduled to open the Winter of 2004/2005, and will also relieve congestion along MD 202 during peak periods.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 18)
 I-95/495, MD 214 to MD 202 (Line 16)

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to the Development and Evaluation Program

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	0	200	950	950	0	0	0	2,100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,100	0	200	950	950	0	0	0	2,100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

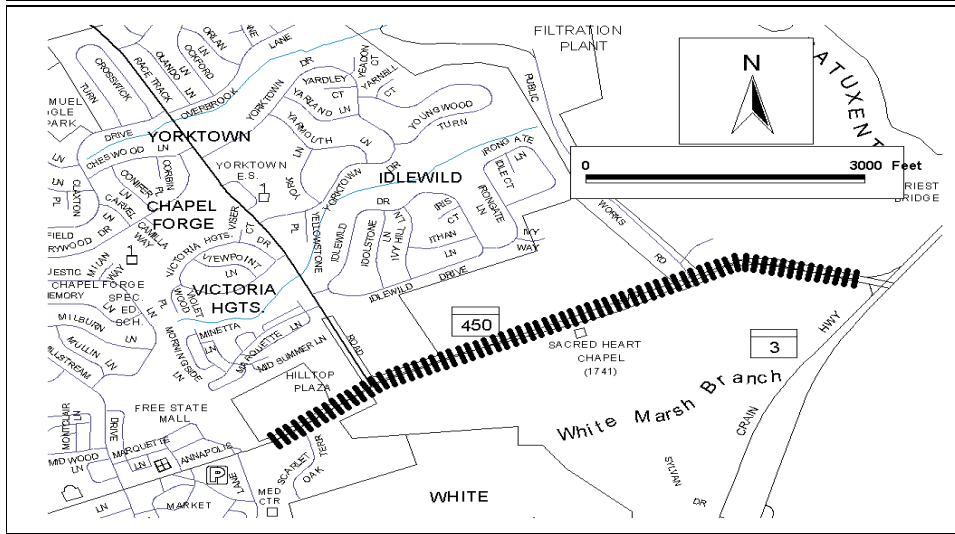
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 44,750

PROJECTED (2025) - 57,300

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Study to upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate high volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 450, East of Whitfield Chapel Road to Seabrook Road (Line 6)

MD 450, MD 193 to Stonybrook Drive (Line 7)

MD 3, US 50 to MD 32 (Line 17)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW							
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	6	6	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,340	1,340	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

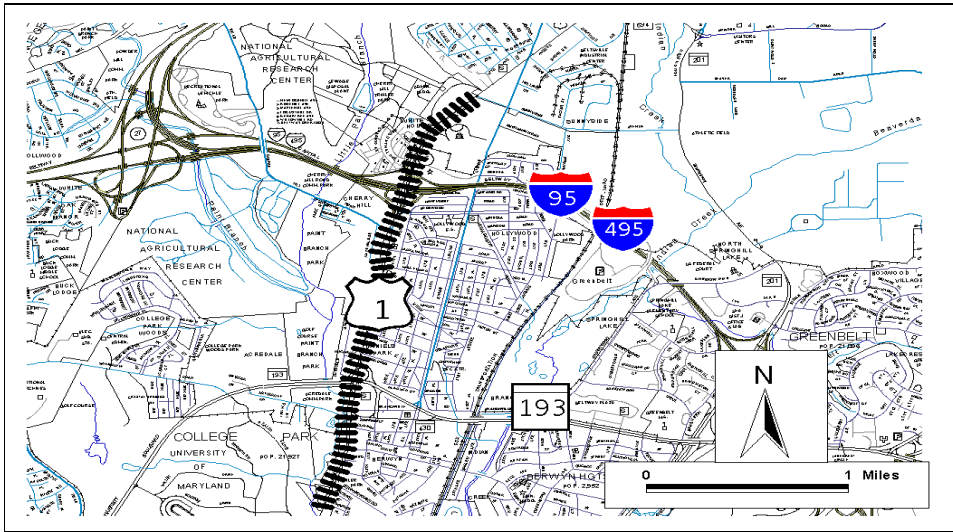
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 24,100

PROJECTED (2025) - 52,000

OPERATING COST IMPACT N/A



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate revitalization within College Park.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Line 5)
University of Maryland Arena Access Improvements (Line 10)
MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	1,103	994	109	0	0	0	0	0	109	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,103	994	109	0	0	0	0	0	109	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 61,800

PROJECTED (2025) - 90,800

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 3	Crain Highway; at Bridge 16240 over Belair Drive; resurface bridge approaches	59	Completed
2	I 95	Capital Beltway; Darcy Road to US 50; resurface	8,772	Completed
3	MD 193	Enterprise Road; Lottsford Road to MD 214; resurface	262	Completed
4	MD 201	Kenilworth Avenue; Good Luck Road to Pontiac Street; resurface	695	Completed
5	MD 214	Central Avenue; Largo Road to Campus Way; resurface	101	Completed
6	MD 223	Piscataway Road; Livingston Road to north of Delancey Street; resurface	331	Completed
7	MD 953	Glenn Dale Road; Glenn Avenue to road end; resurface	26	Completed
8	MD 953	Glenn Dale Road; MD 193 to Glenn Avenue; resurface	491	Completed
<u>Bridge Replacement/Rehabilitation</u>				
9	MD 4	Pennsylvania Avenue; Bridges 1610803 and 1610804 over Marlboro Racetrack Road; bridge rehabilitation	1,102	Completed
<u>Safety/Spot Improvement</u>				
10	MD 202	Largo Road; North of Buck Lane; reconstruct shoulder	42	Completed
11	MD 202	Largo Road; at Pines One Condominium; fencing	15	Completed
12	MD 212	Riggs Road; at MD 410; provide double left turn lanes southbound and adjust signal phasing	838	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
13	MD 381	Brandywine Road; at Gibbons Church Road; drainage improvement	20	Completed
14	MD 500	Queens Chapel Road; at Belcrest Road; lengthen left turn lane, modify signal and signing	167	Completed
<u>Traffic Management</u>				
15	MD 4	Pennsylvania Avenue; at Walters Lane; modify traffic signal	36	Completed
16	I 95	Capital Beltway; at MD 5; lighting	733	Completed
17	MD 193	University Boulevard; at MD 212; modify traffic signal	24	Completed
18	MD 193	Greenbelt Road; at MD 564; modify traffic signal	49	Completed
19	MD 198	Sandy Spring Road; at Van Dusen Road; modify traffic signal	20	Completed
20	MD 214	Central Avenue; at Summerfield Boulevard/Ritchie Road; modify traffic signal	13	Completed
21	MD 704	Martin Luther King Jr. Highway; at Ardwick Ardmore Road; modify traffic signal	31	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
22		Bowie Town Center Pedestrian Bridge - Construction of a pedestrian bridge and connecting trail system over MD 197 in the City of Bowie. Includes state funding for trail segments, traffic signal work, intersection improvements and improvements to address run off.	707	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
		<u>Fiscal Year 2003 Completions (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian/Bicycle Facilities (cont'd)</u>		
23		District Heights Trail - Construction of a trail to link the District Heights Elementary School, residential neighborhoods and recreational facilities within the City of District Heights.	556	Completed
		<u>Archaeological Planning & Research</u>		
24		Archeological Artifacts Cataloging/Preservation - Development of a database, cataloging and preservation of artifacts retrieved from the Oxon Hill Manor site.	43	Completed
		<u>Fiscal Years 2004 and 2005</u>		
		<u>Resurface/Rehabilitate</u>		
25	US 1	Rhode Island Avenue; District of Columbia Line to 38th Street; resurface	75	FY 2004
26	I 95	Capital Beltway; US 50 to MD 295; resurfce	9,708	FY 2004
27	MD 193	University Boulevard; MD 650 to 23rd Avenue; resurface	450	FY 2004
28	MD 210	Indian Head Highway; Old Fort Road South to Kerby Hill Road; resurface	2,604	Under construction
29	US 301	Crain Highway; North of weigh station to Excalibur Road; resurface	3,286	Under construction
30	MD 337	Allentown Road; MD 5 (Branch Avenue) to Forestville Road; resurface	1,945	FY 2004
31	MD 450	Annapolis Road; 65th Avenue to Riverdale Road; resurface	2,054	Under construction
32	MD 725	Old Marlboro Pike; Spring Branch Drive to Service Lane; resurface	1,008	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
33	US 1 ALT	Bladensburg Road; Bridge 16008 over the Anacostia River; bridge deck replacement	2,288	FY 2004
<u>Safety/Spot Improvement</u>				
34		Various locations along I 495 and I 95 in Montgomery and Prince George's Counties; guard rail	642	Under construction
35	US 1	Baltimore Avenue; at Contee Road; add lane, modify signal and signing (Note: Project to be done in conjunction with developer improvements.)	313	FY 2004
36	MD 5	Branch Avenue; at Surratts Road; provide additional thru lane northbound	1,233	Completed
37	MD 193	Greenbelt Road; at Cherrywood Lane and 60th Avenue; widen to provide double left turn lanes eastbound	634	Completed
38	MD 193/650	University Boulevard/New Hampshire Avenue; MD 193 from MD 320 (Piney Branch Road) to Adelphi Road and MD 650 from Erskine Street to Merrimac Drive; safety improvements (Funded for preliminary engineering only) (Note: Project also shown in Montgomery County.)	1,000	PE Underway
39	MD 202	Largo Road; at Brightseat Road; extend left turn lane	495	Under construction
40	US 301	Crain Highway; at South Osborne Road; provide double left turn lanes, modify signal and signing	581	Under construction
41	MD 410	Veterans Parkway; at Riverdale Road; widen to provide separate westbound left turn lane, intersection lighting and modify signal (Funded for preliminary concept studies only)	30	Concepts Underway
42	MD 414	St. Barnabas Road; at Wheeler Road/Winston Street; provide double left turn lanes, modify signals and signing	560	Under construction
43	MD 650	New Hampshire Avenue; at Merrimac Drive; reconstruct to provide separate left turn lanes and modify signal (Funded for preliminary engineering only)	92	PE Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
44	MD 704	Martin Luther King Jr. Highway; at Sheriff Road; add right turn lane, modify signal and signing	562	Under construction
<u>Neighborhood Conservation</u>				
45	US 1	Rhode Island Avenue; District of Columbia Line (Eastern Avenue) to 34th Street in Mt. Rainier; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	75	
46	US 1	Baltimore Avenue; Contee Road to Oak Street in Laurel; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	826	
47	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; urban street reconstruct (northbound) (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	353	
48	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound)	2,423	Under construction
49	US 1	Baltimore Avenue; Hamilton Avenue to MD 410 in Hyattsville; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	68	
50	MD 193	Greenbelt Road; US 1 to Soil Conservation Road in Greenbelt; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	88	
51	MD 193	University Boulevard; MD 195 to Adelphi Road in Langley Park; streetscape (Funded for preliminary concept studies only) (Project also shown in Montgomery County) PROJECT ON INDEFINITE HOLD	436	
52	MD 197	Laurel Bowie Road; MD 450 to Rustic Hill Drive; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	350	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
53	MD 202	Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape	6,650	Under construction
54	MD 210	Indian Head Highway; District of Columbia Line to MD 414 in Forest Heights; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	106	
55	MD 450	Annapolis Road; St. Christopher's Church to I 95/I 495 (Capital Beltway) in New Carrollton; streetscape	2,107	Under construction
56	MD 450	Annapolis Road; Phase II - Anacostia River to MD 450 at MD 202 in Bladensburg; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	674	
57	MD 459	Tuxedo Road; MD 201 (Kenilworth Avenue) to US 50 in Cheverly; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	59	
58	MD 500	Queens Chapel Road; District of Columbia Line to MD 410 in Hyattsville; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	350	
59	MD 564	Chestnut Avenue; 11th Street to corporate limits of Bowie; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	40	
60	MD 650	New Hampshire Avenue; District of Columbia Line to MD 410 in Takoma Park; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	200	
61	MD 704	Martin Luther King Jr. Highway; District of Columbia Line to Hill Road in Seat Pleasant; urban street reconstruction (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	100	
<u>Noise Barriers</u>				
62	US 50	John Hanson Highway; 500 feet west of MD 197 to 800 feet west of the Conrail Bridge in the southeast quadrant of the I 95 interchange; noise barrier along westbound roadway (Princeton Square and Ardmore)	4,339	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Noise Barriers (cont'd)</u>				
63	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane)	6,878	FY 2005
64	I 95	Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood)	4,050	FY 2004
<u>C.H.A.R.T. Projects</u>				
65		Traffic Response and Information Partnership Center in Forestville; establish traveler's information center for advanced management	1,500	Under construction
<u>Environmental Preservation</u>				
66	US 1	Rhode Island Avenue; District of Columbia Line (Eastern Avenue) to 33rd Street; urban stormwater retrofit	91	Under construction
67	US 50	John Hanson Highway; at MD 202 Interchange; landscape	220	Under construction
<u>Sidewalks</u>				
68	US 1	Baltimore Avenue; Kitts Music Store to MD 193; retrofit sidewalks	56	Completed
69	US 1	Baltimore Avenue; Guilford Road to College Avenue; retrofit sidewalks (Project is dependent upon contribution from City of College Park.)	101	FY 2004
70	US 1	Baltimore Avenue; Queensbury Road to MD 410; retrofit sidewalks (SHA to reimburse Riverdale Park)	18	FY 2004
71	MD 193	Greenbelt Road; Cherrywood Lane to 62nd Avenue; retrofit sidewalks	51	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
72	MD 193	Greenbelt Road; Baltimore Washington Parkway Ramp at Greenway Shopping Center; retrofit sidewalks	50	FY 2004
73	MD 197	Laurel Bowie Road; South Laurel Drive to Baltimore Washington Parkway Ramp; retrofit sidewalks	49	Completed
74	MD 208	38th Street; Allison Street to Hamilton Street; retrofit sidewalks	10	FY 2004
75	MD 208	38th Street; Perry Street to US 1; retrofit sidewalks	45	FY 2004
76	MD 208	38th Street; CSX Bridge to US 1 in Brentwood; retrofit sidewalks - 700 linear feet	63	FY 2004
77	MD 210	Indian Head Highway; I 95 to Arapahoe Drive; retrofit sidewalks	46	FY 2004
78	MD 410	East West Highway; at 23rd Avenue; retrofit sidewalks	16	FY 2004
<u>Intersection Capacity Improvements</u>				
79	MD 650	New Hampshire Avenue; at Metzerott Road; extend southbound left turn lane, widen northbound to provide separate right turn lane and restripe Metzerott Road to provide triple left turns (Funded for preliminary concept studies only)	35	Concepts Underway
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
80		Prince George's County Gateway Signs - Construction of twelve gateway monuments with landscaping and lighting at locations where motorists enter Prince George's County from Washington, D.C. and one at the Anne Arundel County Line on US 50.	306	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
81		<u>Fiscal Years 2004 and 2005 (cont'd)</u>	2,500	FY 2005
		<u>Enhancements (cont'd)</u> <u>Environmental Mitigation</u> Annacostia East Restoration - Restoration of 15 acres of landfill to tidal wetlands to improve water quality from highway runoff.		